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Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

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Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1886. 日八初月六年七十二精光

TUESDAY, JULY 23, 1901.

二拜禮 號三十一月七英港香

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THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
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Intimations.

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JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901.

A. CHEE & Co.

THE GREAT EMPORIUM FOR
GLASSWARE, LAMPS, KITCHEN WARE,
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GREATEST VARIETY LOWEST PRICES.

Hongkong, 22nd July, 1901.

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WILLIAM POWELL, LTD.
GENT'S OUTFITTERS.
CORNER OF WYNDHAM STREET AND QUEEN'S ROAD.

ESSETS FLUID

To-day's
Advertisements.

GOVERNMENT NOTIFICATION.
No. 386.

What pure Carbolic Acid can do in
three hours ESSETS FLUID does
in nine minutes.

The microbe or bacillus of bubonic
plague grows readily in artificial
media and is destroyed by Essets
Fluid.

Essets Fluid is superior in every
way to pure Carbolic Acid.

Sole Agents:

WATKINS,
LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

[744]

COTTAM & Co.

JUST ARRIVED.

THE FAVOURITE SUMMER COLLAR
1/2 INCH "LEADER,"
BATH GOWNS,
OVERLAND TRUNKS.

Hongkong, 20th July, 1901.

[671c]

NOTICE

M. R. C. E. WARREN begs to inform his
numerous Customers that he will
REMOVE his Office to more commodious
Premises at WYNDHAM STREET (Opposite to
the CLUB GERMANIA) on the 1st August next.
Hongkong, 23rd July, 1901.

[780c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.FOR MANILA via AMOY.
The Company's Steamship

"ESMERALDA."

Captain J. McGinty will be despatched as
above on THURSDAY, the 25th instant, at 5 P.M.This Steamer has Superior Accommodation
for Passengers and fitted with the Electric
Light.

A Doctor is carried.

For Freight or Passage apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 23rd July, 1901.

[778c]

Illustration.

A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

Per Doz.

B.—SUPERIOR PALE DRY,
Good dinner wine, Green Seal
Capsule - - - \$10.50C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule - - - 12.00C.—SUPERIOR OLD PALE
DRY, NATURAL SHERRY, Red
Seal Capsule - - - 12.00D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule - - - 14.40E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (*Old
Bottled*) - - - 20.40F.—C, C, and CC are excellent dinner
Wines D and E are after-dinner
Wines of a very Superior Vintage.
ALL ARE GUARANTEED PURE XERES
WINES.We guarantee our Wines and Spirits
to be genuine only when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 23, 1901.

NOTES AND COMMENTS.

Death Traps.

In view of the loss of life that so frequently
occurs in the event of a fire in the Colony,
we think the Government would do well to
consider some means of safeguarding the
public in this respect. Take the ordinary
type of Chinese house; it is about fifteen
feet broad and from forty to sixty feet deep,
with one staircase about three feet in width
and boarded in with China pine match-
boarding; about the most inflammable
material one could possibly find for such a
purpose. The house may be as many as
four storeys in height and may or may not
have an outlet to the roof, while there is
seldom one to the rear, unless it be into a
small backyard or lane and then this is
usually only accessible from the main staircase.In these houses it seldom happens that a
fire takes place without the staircase being
one of the first portions to take fire and this,
from the very inflammable material used in
its construction, burns fiercely and cuts
off the inmates of the upper storeys from
all escape, unless a trapdoor to the roof
is in working order and they can get
away by it. And one never sees a house
fitted with an iron fire escape, such as is
in use at home, or with a block and pulley ar-
rangement to work from a verandah or window.As for the Government fire escape,
we believe that there are many of our narrow
lanes and alleys into which it could not
possibly be taken, and ordinary ladders would
be too short to reach the upper storeys of
the great majority of our newer houses.

Could not the Government, in consider-

ing the Building Regulations which are so

much talked of, make some rules for the

provision of some means of escape from a

building in case of fire other than the main

staircase? Were this done, we fancy that

we should not have such a big list of fatal

accidents at our fires. The matter is cer-

tainly one which is worthy of careful con-

sideration.

Optional Cargo will be discharged here, unless

notice to the contrary be given immediately.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the Office of the Undersigned before

Noon, on the 29th instant, or they will not be

recognised.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

20th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 23rd July, 1901.

[756c]

REUTER'S TELEGRAMS.

DEATH OF MRS. KRUGER.

LONDON, July 21st.

Mr. Kruger, wife of the Ex-President of

the late Transvaal Republic, has died at

Pretoria from pneumonia after three days' ill-

ness. It is understood that the Ex-President

was privately informed by wire of his wife's

death before the news was made public.

TYphoon WARNING.

WARNING FROM MANILA.

Mr. W. A. Rublee, U. S. Consul General,

kindly forwards the following copy of a telegram

which he received from Manila to-day:—

MANILA OBSERVATORY,

July 22nd, 4.30 p.m.

Depression crossed Luzon undeveloped now

lying West Dagupan.

HONGKONG OBSERVATORY REPORTS.

The Observatory report says:

On the 23rd at 11.45 a.m. barometric changes
are slight. Probably the depression has become

circular in the China Sea to the S.E. of Hong Kong in about 16° Lat. Gradient slight for E. winds on the China coast, moderate with strong N.E. winds in the N. part of the China Sea. Forecast:—Fresh to strong N.E. winds; fair at first, squally with rain later.

We learn that both the West and North rivers are badly in flood. On the former several junks and boats have come to grief, one Hongkong Chinese gentleman having lost no fewer than five of his craft used for carrying of limestone.

THERE was another very fine sunset yesterday, probably attributable to the presence of the depression reported from Manila. If only the typhoon, if typhoon there be, would hurry up and cool us down a bit many people would be devoutly thankful.

CAPTAIN A. C. Loggin, the master of the P. & O. s.s. *Avalon*, has been appointed to the post of Commodore of the P. & O. fleet, in succession to Capt. Reeves, R.N.R., of the *Australia*, who has retired. Commodore Loggin is now the senior officer of the P. & O.

ACCORDING to the latest returns the number of foreigners living in Tokio was 993. The different nationalities were: British 202, French 97, German 80, Austrian 4, Russian 11, American 267, Chinese 181, Portuguese 1, Italian 14, Danes 2, Swedish 8, Dutch 8 and Spanish 1.

HAVING regard to its population and interests, England has the smallest number of judges of any country in the world. Ireland, with a population of about five millions, has 17 judges, while England and Wales, with a population about seven times as large, have no more than 29.

THE latest fad adopted by our local architects appears to be that of the false gable. We cannot see that it lends any particular beauty to the building and, as it is, simply a wall extending some distance above the roof, we are rather inclined to think that it may prove a positive danger in the event of a heavy blow. It will be interesting to note how these erections stand in a typhoon. By the way, the craze for dotted pepper boxes over buildings seems to have died out.

A MAN named Kinoshita Tatsuji, a gardener in Aramaki maru, Kawachi goji, Japan, shot Yano Ikusaburo, a dyer in the same village, and his two sisters with a revolver on the 12th inst. The would be murderer shot Ikusaburo first and his sisters afterwards. Ikusaburo and one of the women were badly injured and were brought to the Kobe Hospital. After committing the triple crime, the man shot himself dead on the spot. The tragedy is reported to be the outcome of disappointment in a love affair.

A FEW days ago, A. de Silva and P. H. Klynne were arrested at the Singapore Botanical Gardens by a lance-corporal in charge of the place; the former for the alleged theft of a black swan, the property of the Forest Department; the latter for aiding and abetting the theft. The bird was found in their possession squeezed into a carpet bag, far too small to hold it. The men were also in possession of firearms. They were taken before Mr. Green and the case was postponed till the 22nd inst. to enable them to produce witnesses. Bail of \$200 each was allowed.

EVERYBODY will, we think, be sorry to hear of the death of Mrs. Kruger at Pretoria. How it comes about that she did not join her husband after his flight to Europe we cannot say. There would not have been any objection to her doing so, we imagine, for we do not war upon women, and if Mrs. Botha can be allowed to leave, it would have been equally easy for Mrs. Kruger to have done so. No doubt the hypocritical pro-Boers will lay her death at our door, but they may rest assured that she received all attention at British hands in the captured capital.

LAST evening a five-oared boat race was rowed between the European and Chinese members of the Police stationed at the Water Police Station, Tsim-tsa-tsui. The Europeans had completed about half the course when their stroke had the misfortune to break his oar. Nothing daunted, however, the men stuck to their task and finished the race but a boat's length astern of the Chinese. Considering what a capital lot of oarsmen the Chinese crew was composed of it is very creditable to the Europeans that they did so well. We hope to hear of another trial between the two crews unattended by any accident, when a capital race should result.

THE death is announced of Mr. Wooyeda of the Mitsui Bussan Kaisha, Tokio, from consumption. The deceased gentleman, who was in his forty-seventh year, was a native of Nagasaki and fourth son of Mr. Ikeda, a retainer of the Yangawa Han when in his third year he was adopted by Mr. Wooyeda of Nagasaki. After studying he was sent by Mr. R. Irvin, formerly Minister for Honolulu, to the Commercial school of Boston. He returned to Japan in 1876 and entered the Mitsui Bussan Kaisha. Mr. Wooyeda was a Director of the Shanghai Cotton Spinning Co., and Auditor for the Kiushu Cotton Spinning Co. and Japan Brick Co., besides being a member of the Tokio Chamber of Commerce.

IN accordance with the plan formulated some time ago by the Government at Washington, to re-establish the European naval station, says the *Manta Times*, the cruiser *Albany* and the gunboat *Nashville*, now on this station, have received orders to sail on 1st July for the Mediterranean, where they will probably be joined by additional vessels from the home stations. It is rumoured that this station, the headquarters of which are not yet known, will be opened by Adiral Remey with the *Brooklyn*, which is now on her way from Australian waters either to Manila or direct to the new European station. The American navy has had no European naval station for some twelve years, the only vessels that have cruised in European waters having been the training ships. The last naval station was at Ville Franche, between Nice and Monaco, where a naval storehouse was maintained. Previous to that and up to about 1870 the headquarters were Lisbon, Portugal, whence a storehouse was located, and some time in his work by tram, he will do so in presence to inhabiting the crowded dwellings in town.

FROM the number of Chinese fitters, blacksmiths and artisans of all sorts who now cycle to and from their work, we imagine that the new tramway should prove a decided boon. The sooner it is completed the better, say we. In the mean time it would doubtless pay some enterprising builder to take up lots well out of the town and erect comfortable dwellings. We are certain that a good number of Mr. Fung Wa Chun's semi-detached Chinese houses would be readily snapped up by the artisan class so soon as the tramway made them fairly accessible.

Why does not the Government erect a few model dwellings on this plan? The experiment would be well worth trying. If the Chinese artisan can live in comfortable quarters cheaply and come in to his work by tram, he will do so in presence to inhabiting the crowded dwellings in town.

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THE Indian Watchman also gave evidence that he valued them at about \$300.

Li Pio, P. C. 173, said he was on duty at Praya Central. He stopped the defendant carrying a bag. The defendant said he was engaged to carry the

Mr. Kemp sentenced him to 6 months' hard labour.

DISORDER ON PEDDER'S WHARF.

William T. Meurill, a soldier of America, was fined \$5 or 14 days on two charges of being disorderly and assaulting the police. Although the deposition was marked "imprisoned" we think the money can be raked up.

THE GREAT MEAT QUESTION.

A wave of relief will no doubt sweep over the community when it is understood the great case that has lately been occupying the attention of the Magistrate has been settled. We refer to the important mutton and beef robbery at the Hongkong Hotel. Evidence was called this morning seeking to implicate a Chinese Lukong, who was supposed to have received the meat from an Indian watchman. It was shown that it was mutton, and not only beef that had disappeared from the Hotel. A most important witness "Mac," who has a keen scent for meat, was present but was not called. The Lukong was acquitted on the charge of larceny, and was fined \$5 for misconduct as a police constable.

THE UNREST IN NORTH BORNEO.

JESSELTON THREATENED.

Writing on the 14th instant, our Labuan Correspondent says—"News came down yesterday morning that another attack on Jesselton is expected. The Police Station has been fortified by barricades of sleepers and earth built up all round with loopholes for firing through, and should an attack take place, the bullet will find a convenient billet in the village houses, which are in a direct line with the fortifications."

Not many day have gone by since the first and second divisions of the Chartered Company's army sailed forth from the direction of Ambon in pursuit of the rebels, but no news is yet to hand of any fight having taken place. Mat Salleh's followers have, as usual, done the Dë Wet act under cover of the jungle. This state of rebellion on the West Coast has now become chronic.

CURIOS MIXED COURT CASE AT SHANGHAI.

The China Gazette has the following account of this affair:—

The Mixed Court was again occupied for two hours on the 15th inst. with the case of the Chinaman Chu Lung-lung against whom the Police authorities have brought various vague charges, ranging from murder to gambling, in order to get the Court to direct his being handed over to the City Authorities. Mr. Ellis again appeared for the defence and demanded the man's release upon the grounds that all the police charges had utterly broken down and the man could not be sent into the city until the Assessor was satisfied that a *prima facie* case had been made out against him. Mr. Ellis administered a stinging castigation to Chief-Inspector Ramsay for his extraordinary conception and discharge of his duties in connection with these mysterious warrants, and the officer vainly attempted an explanation. In the end the Inspector had to withdraw all his charges and admit that nothing had been established against the victim of this most extraordinary persecution while the Assessor (Mr. Mayers), who agreed with Mr. Ellis' strictures on the Police, marked the charge sheet that the accused was discharged and recommended in the "remarks" column that the important searching enquiry should be held into the conduct and motives of the Police in the matter.

NAVIGATION OF THE INLAND SEA.

The Fiji writes on the necessity for providing special regulations in connection with the navigation of the Seto-Umi, the inland sea of Japan, in order to prevent accidents to navigating vessels. According to the latest statistics obtained, foreign-style vessels which daily passed through the inland sea last year, were thirty in number on the average, and adding Japanese-style vessels, etc., the number would reach over 200 on the average. The number of accidents to vessels on the Japanese sea coasts during 1899 was 397, of which 100 cases occurred in the inland sea. Of the total length of 7,000 miles of Japan's sea coast, the inland sea coast is only one-twentieth of the mileage, but one-fourth the total number of accidents took place within this limit. This fact shows the necessity of instituting special navigation regulations for Seto-Umi in view of the increasing number of voyages in the inland sea, and also the construction of larger vessels of greater speed. Late last year an investigation commission was formed, consisting of the officials of the Navy and of Agriculture and Commerce, for the purpose of framing inland sea navigation regulations, but no progress has been made in the matter of investigation. Our contemporary hopes the commission will expedite its work, so that a draft of the regulations may be submitted to the next Diet and may be put in operation at the earliest possible date. The distance between the opposite coasts of the inland sea is less than six miles, and therefore it is undoubtedly part of the territorial waters of Japan, as the powers generally recognise three miles as the scope of their territorial waters, and any dispute about the question such as cropped up in connection with the Chishima-Ravena case, will be prevented if these navigation regulations can be quickly provided.—*Japan Herald*.

A SEQUEL TO THE BLAGOVESTCHENSK MASSACRE.

GENERAL GRIBSKI COMMITS SUICIDE.

From an unimpeachable source the Nagasaki Press learns that General Gribski, the military governor of Blagovestchensk and district, committed suicide in the early part of this month as he was approaching the above city on his return from St. Petersburg.

General Gribski, it will be remembered, was in charge of Blagovestchensk in August, 1900, when that city was attacked by Chinese bands from Amur, who from the opposite side of the Amur fired on the Russian city. The presence of their midst of a large body of peaceful Chinese was regarded by the Russians as a grave peril, and instructions were issued from St. Petersburg.

The now historic telegram "Fling Chinese across Amur" was wired from St. Petersburg, and, during the temporary absence of General Gribski, the message was literally interpreted by the Chief of Police, whose blood-thirsty Cossacks gathered the Chinese together, men, women, and children, to the number of nearly 5,000, and literally flung them into the water, none of the Chinese escaping.

General Gribski was subsequently recalled to St. Petersburg to explain matters to his Imperial master, and there is reason to believe that he was returning to Blagovestchensk in disgrace and so decided to take his own life.

U. VEXLING OF THE PERRY MONUMENT.

The Perry Monument at Kurihama, near Ura, was successfully unveiled yesterday, says the *Kobe Herald* of 13th inst. Unfortunately bad weather interfered with the success of the proceedings. An extra train conveying guests from Tokio was despatched at 7.45. These guests embarked on the battleship *Shikishima* and the Red Cross Hospital ship *Hakko Maru* at Yokohama, arriving at Kurihama at 11. The place where the ceremony was to take place was enclosed by a bamboo fence. A large arch surrounded by Japanese and American flags, was erected at the entrance to this enclosure. The Japanese warships *Shikishima*, *Amagi*, *Fuso* and the hospital ship *Hakko Maru*, the American warships *New York*, *Portland*, and *Nero Orleans*, were at anchor off Kurihama fully dressed. Salutes were fired when the monument was unveiled. Baron Kaneko, President of the Beiyu Kiokai, under whose auspices the monument has been erected, made a speech, and Colonel Buck, U. S. Minister to Tokio, General Kodama, Minister for War, Admiral Rogers, Mr. Suft, Governor of Kanagawa, Ken, and Rear-Admiral Endo also spoke. After the minuves from the *Shikishima* and *Amagi* had presented arms to the new monument, the guests repaired to the refreshment shed which was prettily decorated with the flags of all nations. The guests returned to Yokohama by the *Shikishima* and *Hakko Maru*. There were upwards of 500 persons present including Japanese and foreign officials.

SICKNESS IN JAPAN.

Two cases of cholera are reported from Omura, Miyoto gori, Nagawa ken. One case proved fatal.

One suspected case of cholera was reported from Akao, Banshu, and another case in Kusunoki Cho, Nichome in Kobe on 14th inst. Neither case has been confirmed as genuine cholera so far.

The Kobe City authorities report 4 new cases of typhoid fever, 1 case of dysentery and 2 cases of diphtheria for the seven days ended 14th inst. All these patients were still under medical treatment when the mail left.

A City despatch states that dysentery is spreading fast in the eastern province of Mino. Thirty new cases were reported in the ken on the 13th. The total number of patients so far is 55, of which number 22 have been thoroughly cured and 3 cases proved fatal.

BANGKOK AND BUBONIC PLAGUE.

The following letter appears in a recent *Siam Observer*:—

Sir—Few persons in Bangkok would appear to be aware that a few weeks ago a steamer arriving from Hongkong brought with her three Chinese suffering from bubonic plague; the vessel was, of course, put into quarantine and thoroughly disinfected before being allowed to come to Hongkong, but the affair shows the risk of the terrible scourge getting here. Now we learn that it has reached Paket and that people are dying there like rotten sheep. These bring the facts I may well ask what preparations the local Sanitary Authorities have made in the contingency of an outbreak of the dread disease occurring here. Of course I know that hitherto Bangkok has been fortunately free from the scourge, but this I take it has been mainly due to the Quarantine Regulations, and in no degree to the energy of the said Sanitary Authorities, if such exist, as I am informed they do. Supposing it were to make its appearance in Sampong or any of the more congested and poorer localities what chance would there be of stamping it out? This I take it is a question meriting an answer. Only a day or so ago, Sir, you told your readers that rats were dying in numbers in certain localities and since that I have heard the same thing from other people who have personally seen the dead animals. It is well-known that in all cases where there has been a serious outbreak of plague the same thing has happened, as it is also well-known that rats are the greatest bearers of contagion. Is it not then time some steps were taken to insure the place against a visitation of the fearful disease? During the past few years it has spread to seaports all over the world and although Bangkok has hitherto passed off unscathed, that is no guarantee it will always remain so.

In writing thus I have no desire to scare anybody but merely to call the attention of the Authorities to the matter ere it prove too late. They have recently blessed (?) us with a fearful and wonderful drainage system (which "does not work"), a very considerable number of the houses of Bangkok stand over stinking cesspools and what will happen should the disease get a foothold is terrible to contemplate.

These being the facts I trust that in the general interest of the public, Siamese and foreign, I may crave space for the insertion of this little reminder. Enclosing my card, I remain,

SALUS POPULI SUPREMA EST LEX.

Bangkok, July 11th, 1901.

A DOCK COMBINATION.

The following information was communicated to the *Siam Observer* of the 10th inst.:—We hear that the Bangkok Dock Co., Ltd., and Messrs. Riley, Hargreaves & Co., Ltd., the leading engineering firm at Singapore, have arrived at a friendly arrangement by which the latter Company are the representatives of the latter Company at Singapore and the Dock Co., represent the Singapore firm in Bangkok.

These two powerful and influential Companies will form a column of mutual strength and support, and each Company will undertake work for the other. This combination cannot fail to be of advantage to the communities of both ports and especially to those interested in carrying out works for the Government and the various Railway consignees, ship-owners and mill-owners.

QUICK-FIRING RIFLE.

It is intended, says the *Daily Express*, to issue 50 rifles of a new pattern to each battalion of the British Army, "thus adding to the regimental firing-line a .30 Maxim power." The new weapon is the Simpson machine-rifle, which has received official approval after extended tests. This machine-rifle is a bijou Maxim, which can be used by individual soldiers almost as easily as the ordinary weapon, and it can pump a hail of lead with extraordinary speed. It is used in the prone position with the user lying across a saddle-shaped seat, the weapon being held in position by the weight of the body. It is a weapon for hand carriage, and there is no comparison for rapidity of fire in the ordinary rifle. Mr. Simpson is also submitting a rifle fixed with rests. There are two rests made of steel which fit in scalloped sockets in the butt and near the magazine. The rests, when pulled out, go into action, do not in any way hamper the movements of the man or impede the fire of the rifle with the bayonet fixed. When

the soldier comes to the prone position, the rest entirely relieves the strain of steadyng the rifle. Some remarkable scoring has been made with Lee-Enfield rifles, fitted with the rest attachments, and the scorers have been indifferent shots. The invention has been seen and approved by Lord Roberts, the Duke of Connaught, Lord Lansdowne, and many others.

DISCRETION V. VALOUR.

A fuller version of the American *Attache*'s report on the loer war says that the British do not possess caution. They just push ahead, and take the consequences, but Lord Roberts is a shining exception to this rule. The report adds that for indomitable courage, uncomplaining fortitude, and implicit obedience, British troops are beyond criticism.—*Singapore Free Press*.

Oh Tommy, Tommy Atkins! Hear you what the Yankees say, Of the reckless, fruitless manner that you fling your life away.

Oh, Tommy, Tommy Atkins, while we keep your memory green, We'd prefer to have it tintured with no gloomy "might-have-been."

Oh Tommy, Tommy Atkins! Will you never have the sense, To try and keep your carcass snug inside the Present Tense?

Oh Tommy, Tommy Atkins; why will you strive so fast, To conjugate your carcass into a glorious Past?

Oh Tommy, Tommy Atkins; in the Book we all rever, There's a verse that ought to make you try to longer longer here;

Where it says a simple canine who still retains his breath, Is better than a Lion who has hopped upon his death.

When will it strike you, Tommy, that there's just one finer sing, Than fighting for your Country and dying for your King?

Thus while we love you for it, and brag about your "go," You're far a better man on earth, than snugly tucked below.

Besides, when out a-boeing, with your head held up on high, You may, with luck, reduce the foe by one before you die;

But Tommy, Tommy Atkins, bid behind a blade of grass, You'd bag a couple easy, you brave egregious ass.

Oh Tommy, Tommy Atkins! For the love of Heaven, Bark!

Don't think a man's a coward when he guards his vital spark.

And Tommy, Tommy Atkins, when quite needlessly you fall, Then, your duty to your Country, you have failed in,—that is all.

JOSS CHINCHINJOSS, in *S. F. Press*.

PING-PONG AT COLOMBO.

The G. O. H. has been very quiet for some time, but last evening it shook itself and once more faced the music in right good style. A "Ping-pong dinner" is certainly a novelty for Colombo, and whoever hit on the idea is to be congratulated. "Ping-pong," like everything else fashionable or popular at home, has taken a long time to meander so far East as Colombo, and this may account for the fact that when the gallant officers of H. M. warship *Talbot* issued a bold challenge to the pick of Colombo to stand up and do battle at Ping-pong, there was no response. Some had heard speak of the game, others had read of it in *Punch*, and one or two who had been at home had actually seen it played, but there was as much lack of accurate information about it as there is over the personality of De Wet, and there seemed to be confusion whether "Ping-Pong" should be played with cues like table billiards or with bats like Badminton. Since Colombo was unable to take up the challenge of the up-to-date sailor men, doubtless she has learned something of the game which is "all the rage" in Colombo, and this may account for the fact that when the gallant officers of H. M. warship *Talbot* issued a bold challenge to the pick of Colombo to stand up and do battle at Ping-pong, there was no response. Some had heard speak of the game, others had read of it in *Punch*, and one or two who had been at home had actually seen it played, but there was as much lack of accurate information about it as there is over the personality of De Wet, and there seemed to be confusion whether "Ping-Pong" should be played with cues like table billiards or with bats like Badminton. Since Colombo was unable to take up the challenge of the up-to-date sailor men, doubtless she has learned something of the game which is "all the rage" in Colombo, and this may account for the fact that when the gallant officers of H. 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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KANAGAWA MARU { MARSEILLES, LONDON & ANT. { FRIDAY, 26th July, at
J. MacKenzie { WERF, VIA SINGAPORE, PENANG, } Daylight.YAWATA MARU { SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, } FRIDAY, 26th July, at
A. E. Moses { TOWNSVILLE and BRISBANE } 4 P.M.KINSHI MARU { VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE } MONDAY, 29th July, at
F. J. Hurton { and YOKOHAMA } 4 P.M.TAMIA MARU { KOBE and YOKOHAMA } FRIDAY, 2nd August, at
J. W. Vale { Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 18th July, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU { SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA. } TUESDAY, 30th July, at Noon.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

NIPPON MARU { Steamer. Tons. Captains. Proposed Sailings.

Glenogle 3,720 W. Frakes July 31

Tacoma 2,811 Alwen Aug. 6

Brusnay 3,601 W. Watt Aug. 27

Duke of York 3,821 J. S. Cox Sept. 10

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DVEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to BODWELL & Co., LIMITED, General Agents.

Hongkong, 22nd July, 1901.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 4th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA, and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship.

"KAISOW" Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

H. A. RITCHIE, Superintendent.

Hongkong, 20th July, 1901.

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REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" about 1st Aug.

"HEATH BURN" about 15th Aug.

"JUPITER" " " "

"KURDISTAN" " " "

"SATSUMA" " " "

"LENNOX" " " "

For further Particulars, apply to DODWELL, & Co., LIMITED, Agents.

Hongkong, 2nd July, 1901.

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For Freight and further Information, apply to JARDINE, MATHESON & Co., Agents.

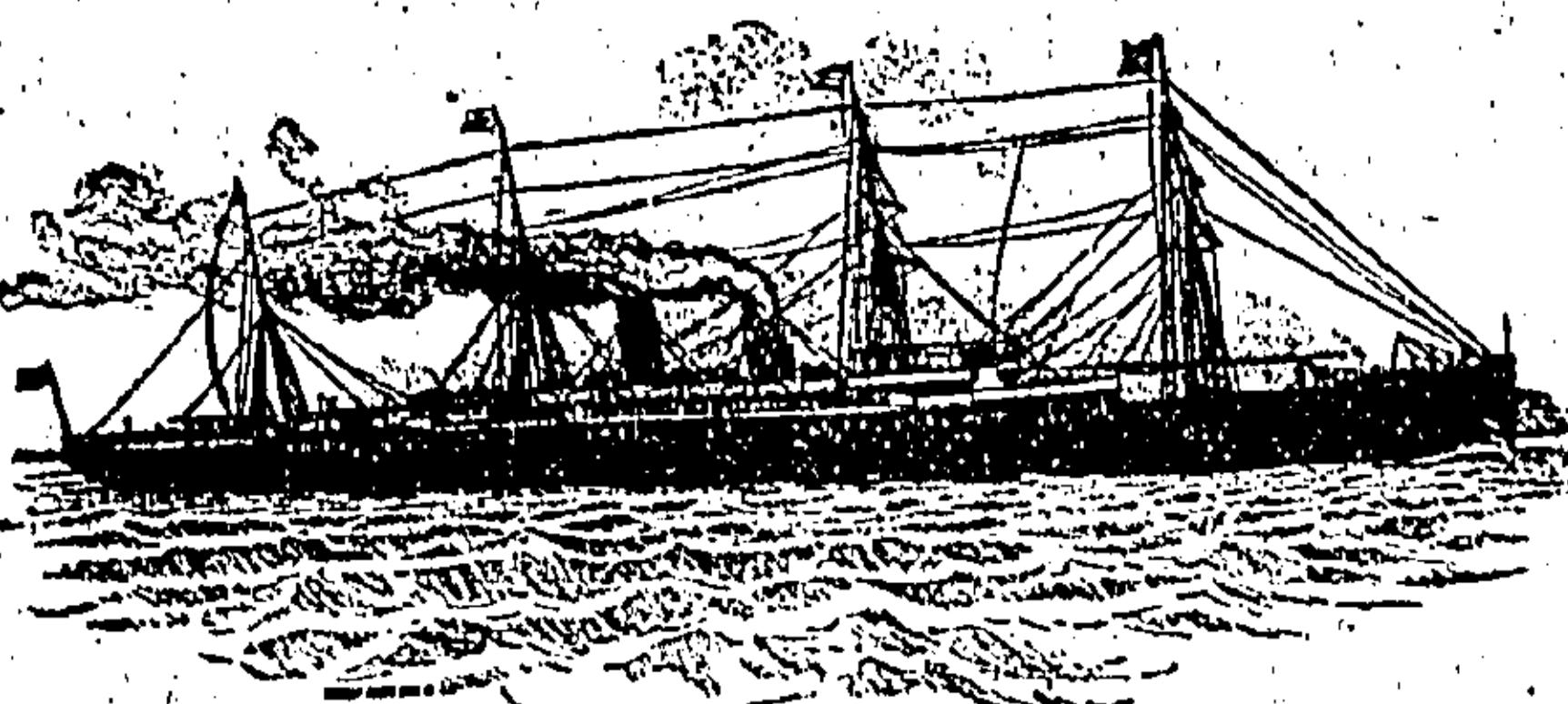
Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CHINA" TUESDAY, 6th August, at Noon.

"DORIC" THURSDAY, 15th August, at Noon.

"PEK-U" SATURDAY, 31st August, at Noon.

"COPTIC" TUESDAY, 10th September, at Noon.

"CITY OF PEKING" TUESDAY, 24th September, at Noon.

"GAELIC" WEDNESDAY, 2nd October, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal Cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct Lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on-board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd July, 1901.

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THE CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th August.

EMPEROR OF INDIA ... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th August.

EMPEROR OF JAPAN ... Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th September.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th July, 1901.

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THE HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRAUDT-DAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ACILIA HAVRE, BREMEN and HAMBURG. 9th August. Freight.

Dolben (Calling at SINGAPORE and COLOMBO). Freight.

ALEXANDRIA HAVRE and HAMBURG. 2nd Sept. Freight.

(Calling at SINGAPORE and PENANG). Freight.

SIBERIA HAVRE and HAMBURG. 10th Sept. Freight and Passengers.

(Calling at SINGAPORE and COLOMBO). Freight and Passengers.

Porzelius HAVRE and HAMBURG. 21st Sept. Freight.

(Calling at SINGAPORE and PENANG). Freight.

ANDALUSIA HAVRE, BREMEN and HAMBURG. 21st Sept. Freight.

(Calling at SINGAPORE and PENANG). Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 19th July, 1901.

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THE STEAMSHIP.

"KNIGHT COMPANION" will be despatched for PORTLAND (Ore.)

on or about the 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

ALLAN CAMERON, General Agent.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," and "INDRAPURA,"

"KNIGHT COMPANION," between

HONGKONG and PORTLAND (Ore.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship.

"YANGTSZE,"

THE CENSUS AND THE
ANDAMANS.

The recent census of the Andamanese, tells the usual tale of the gradual extinction of a low order of a mankind when brought into contact with modern civilisation. Tribes which were estimated at between two and three hundred, comparatively only a few years ago, are now estimated at between thirty and forty, and throughout the whole area of the islands there is found to be a great falling off in the numbers of the people, even among those tribes which are bitterly hostile, and which murder at sight any stranger who comes among them whether of their own race or any other. Measles, pneumonia and other introduced and contagious diseases have played their part, careful as the Government has always been to prevent such things and as in the case of all disease which find a maiden field for their ravages, the percentage of mortality has been terrible. Other things, too, have added to the work of extermination. One tribe, the newly-discovered one, Tabo, in North Andaman, is said to have killed every individual who was attacked by a contiguous disease introduced among them by a neighbouring coast tribe, reducing thereby their numbers to the small total of forty-eight souls; possibly through the end such radical sanitary law may prove their salvation or at least a prolonging of their existence beyond that of their fellows. With disease came also the more terrible check of sterility; and we find by the census that the number of children is abnormally small for the number of adults. Among several of the tribes less than fifty per cent. of the married couples have any children at all, and the remaining fifty per cent. average but one child for each couple. It has been stated that the number of the children may have been under-estimated, but the results were arrived at only after very careful enquiry and as far as possible after very careful personal investigation. The habits and customs of the people possibly help to keep down large families, and have always done so to a certain extent, but the present percentage spells extinction after three generations.

To those who know these interesting people, the result of the census is really sad news. There are few, if any, of those who have not a feeling of great affection for the aborigines. Their constant cheerfulness, their natural good humour and manner; the very fact of their being bitter enemies and staunch friends; the independence with which they will come and work for the hospitality offered them at the "homes," and then after a short time return to their jungle home, have won for them the respect of the European community. Coupled with this is the admiration for the beautiful proportions of their limbs and the ethnological interest of the race itself. An Andamanese man in the act of shooting with a bow, or indeed, in almost any attitude he may strike, is a picture of muscular strength and perfect symmetry. Their women are not so, according to our ideas; but even they are well and strongly developed, clear limbed and clean skinned, except for the hideous paint with which they render themselves grotesque; still, they are not the only women in the world who for fashion's sake have dark the same. To the residents there the rapid disappearance of these little people is a matter of great regret and the only consolation is that much has been done, and well done, by photography and otherwise to perpetuate a knowledge of their appearance, customs and language before they "go hence to be no more seen." Out of the twelve known tribes, the numbers remaining are estimated at a total of 84 men, 77 women, 194 boys, 129 girls, that is, 1,882 souls, 1,237 of whom belong to the fierce Jarawa and Onge tribes, who will have no dealings with the Europeans or friendly aborigines. Only twenty years ago the lowest estimate was 3,000.—*Rangoon Gazette*.

THE LITTLE SISTER OF THE
ELEPHANT.

A HINDOO FABLE.

There was once a fairie who, with his little lame goat, went about from place to place, asking for a handful of grain or a night's shelter, according as he had need. Now this goat was but a sorry-looking little creature, with a broken horn and a lame foot, yet he cared for her tenderly. One day in the course of their wanderings, they came to a dharmasala or rest-house where they were to spend the night, and, as usual the fairie looked after the comfort of his solitary companion before he laid himself down upon the hard stone floor to sleep. She was left just outside to nibble contentedly the fresh green grass and to while away, as pleased her best, the long hours till morning. No thought had she of venturing into the dark and dismal jungle close by but somehow in her search for the grass she was allured farther and farther away from home. Suddenly she realized that she was lost. Alas! she had walked so far that day, into the ferocious tiger's precincts and now she knew not which way to turn. Besides her foot was paining her so that she could not take another step. So seeing in the dark forest soil the huge footprint of an elephant the poor little lame thing crouched down in it and waited trembling for whatever might befall.

The tiger need not, however, to wait long. The tiger was already strolling about his grounds in search of prey, and it is not to be wondered at that he soon found the fairie's goat.

"Who are you?" he roared most terribly.

"If you please," she answered in an agony of fear and dread, "I am the little sister of the elephant."

Quite taken aback by this reply, her enemy thought it behoved him now to be upon his guard; for though this was generally called the tiger's jungle, he well knew that the elephant and not himself was the actual proprietor of it.

"Madam," said he, a little less apprehensively,

"prove your conjunction with the elephant and I will leave you unharmed. How tell that you are his little sister?"

"Do you not see," she replied, "that I am lying in one of his footprints, awaiting his return? This is proof that I am his little sister."

The tiger may have had his doubts, but he said, "good evening, and went away. Far be it from him to provoke a quarrel with the huge wild elephant."

That was a never to be forgotten night for the fairie's goat. Once after another, the wolf, the jackal, the fox and other wild beasts of the forest passed by and plied her with similar questions, but for them she had ready the same answer. "I am the little sister of the elephant." So the hours wore on until morning, when the great elephant himself discovered her lying in one of his footprints. At sight of him she sprang forward with a glad cry and knelt before him.

"Pray, who art thou?" he asked her as the others had done.

"Through thy charity," she replied, "I am become as thy little sister. But for thy dear foot, before which I kneel, I should have perished in the night."

Then she went on to tell her whole story. The elephant was greatly pleased, and said:

"Little sister, crouching in my footprint all night you have been frightened and cold and hungry, come now let me lift you upon my back, where you can nibble the tender leaves from the trees as I walk along, where the sun can shine and the morning breeze can blow."

upon you, and see that I am your protector—that I have acknowledged you my little sister. From this day go where you please, do what you will, none shall dare molest you, because you belong to me!"—*Bombay Gazette*.

UNCLAIMED LETTERS AT THE
POST OFFICE

Letters for the following persons lie unclaimed at the Post Office:

Agathe, G. Mehta, Miss S. Mias, A. McGill, W. E. McCracken, W. R. Miller, R. E. Miericki, H. Menrie, M. F. Money, R. J. MacArthur, J. McLean, A. E. Miller, O. H. Marshall, C. W. Merchant Despatch & Transportation Co. Mills, S. Mills, F. Maijang, W. Nabholu, P. Notton, R. Olbes, D. F. Oswin, A. Oviedo, F. Paisis, G. Plontowsky, Parkinson, Dr. T. W. Plummer, H. B. Perrault, E. Page, Miss M. Pastano, D. J. Palmer, W. B. Painter, Rev. T. W. Parfitt, J. Palmer, C. D. Paoli, S. Punti, O. Richard, Prof. Remedios, Mrs. F. M. Reid, J. C. Rutherford, Mrs. H. H. Rowland, A. G. Rouget, J. Reid, J. G. Robb, A. J. Rosa, E. da Ridgway, T. Renick, Mrs. F. Robinson, C. T. Ramjhan, S. A. Ronch, C. L. Rosario, F. M. Siv, R. T. P. Spieler, O. Santos Samborne, Dr. F. G. Spiller, M. Sanyer, N. M. Sparrebohm, F. G. P. Snyder, R. Seattle Iron Metal Co. Seattle Hardware Co. Sing, J. R. Shakoor, A. C. Shaffer, S. Sterninvarne. Singh, C. Sims, W. A. Smith, C. T. Tsan, Mrs. Tong Hong Thompson, Mrs. A. B. Takmakoff Thompson, P. H. W. Taylor, C. Thomas, L. C. Trick, R. Thomas, Mrs. J. Ting, Mrs. Vance, Mrs. G. W. Valentine, A. Varney, Miss L. W. Vass, Capt. Woods & Co. Wren, P. W. E. Ward, E. Wheate, W. E. Walker, J. D. Williamson, J. Wonburg, H. O. Williams, D. Waller, J. Watts, Mrs. F. W. Wallace, F. Walter, R. Warren, C. N. Westcott, R. Walker, W. B. Wilcox, G. A. Wills, A. Whinnerah, T. G. Weber, D. E. Weissmann, B. Wilson, D. Wilde, Capt. H. S. Walker, B. T. Wright, Mrs. Walker, H. W. Young, Ed.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos. Meade. Nguyen Thanh.

Beckerhein. Nijewoo Chieng.

Bradley. Pitman.

Bruff Comedy. Powlee.

Cheehsingan. Sham.

Chinghai (2 telegrams). Shiuichinchong.

Chunhangchang. Takkakoff.

French. Toksham.

Honjoo. Tienfan.

John Wheeler. Wood.

Kaihing. Yebisumoto.

Koelle. Yuenhlopai.

Konghinh. Yucamow.

Kongyuenheng. \$233-3266, 3964, 2875.

Kongyuenheng. 1311, 2950 (Wingon) (Two Telegrams).

Kwongsinglung. Tai, West Point.

Laihopuyen. 5502, 7127 (Manlong).

Leilei Werhiman. 6436.

Lister Kaye. 3458, 4713 5,002.

Lochengke. 0903 Yuenhophai.

Matthew, Joseph, Tor. 1,089, 1,459.

pedo Depot.

Reuter. 1,089.

Saint Jerome. Capt. A. Jones.

Shantung. Smiles.

St. Dunstan. Leop. Piringer.

Tsian. Capt. Anderson.

Ula. R. O. Alosdon.

Transport Wright. S. Croft.

U.S.S. "Admiral". Reuton.

U.S.S. "Island of Luzon". Reuton.

U.S.S. "Lad of Luzon". Reuton.

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Consignees.

FROM HAMBURG, ANTWERPEN,
PENANG AND SINGAPORE.

THE H.A.L. Steamship.

"SITHOMIA."

Captain Burmeister, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

This Steamer brought also the Hongkong Cargo ex H. A. L. S. "ARAGONIA" from NEW YORK, which Cargo was transhipped at Singapore.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th July, 1901. [764c]

NOTICE TO CONSIGNNEES.

THE P. & O. S. N. Co.'s Steamship.

"CORONADEL."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. Australia and
Pluto.

From Australia, ex S.S. Arcadia and
Australia.

From Persian Gulf, ex B. I. S. N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.

Goods not cleared by the 29th instant, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 18th July, 1901. [5]

NOTICE TO CONSIGNNEES.

THE P. & O. S. N. Co.'s Steamship.

"TIENTSIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. Egypt and Clyde.

Goods not cleared by the 23rd instant, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 17th July, 1901. [5]

NOTICE TO CONSIGNNEES.

THE P. & O. S. N. Co.'s Steamship.

"BANCA."

FROM ANTWERP, LONDON, PORT SAID,
SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 23rd instant, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 17th July, 1901. [5]

NOTICE TO CONSIGNNEES.

AUSTRIAN-LLOYD'S STEAM NAVIGA-
TION COMPANY.

NOTICE TO CONSIGNNEES.

FROM TRIESTE, PORT SAID, ADEN,
KARACHI, BOMBAY, PENANG,
AND SINGAPORE.

THE Steamship.

"FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:-

From Trieste, ex S.S. Marquis Bacquemont
transhipped at Bombay.

From Venice, ex S.S. Massimiliano trans-
hipped at Trieste.

From Levant Ports, ex S.S. Amphitrite trans-
hipped at Colombo.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 27th instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 27th
instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 22nd July, 1901. [757c]

Consignees.

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H.A.L. Steamship.

"ALEXANDRIA"

Captain Rödern, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 29th instant, will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd July, 1901. [757c]

Intimations.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTIETH ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company will be
held at the OFFICE of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 6th August, at 12 o'clock,
NOON, for the purpose of receiving a Report
of the Directors, together with a Statement of
Accounts, declaring a Dividend and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th July to the 6th
August inclusive.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, 16th July, 1901. [753c]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

A INTERIM DIVIDEND of Six Dollars
per Share for the Six months ending 30th
June, 1901, being at the RATE of TWELVE
per Cent per annum, will be PAYABLE on
the 27th instant, on which Date DIVIDEND
WARRANTS may be obtained on Application
at the Company's Office, No. 5, Queen's Road
Central.

The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to the 27th
instant, (both Days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOVER,
Secretary.

Hongkong, 8th July, 1901. [756c]

NOTICE TO CONSIGNNEES.

FROM NEW YORK, STRAITS AND
MANILA.

THE Steamship.

"GLAMORGANSHIRE"

Captain Davies, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 27th instant will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

SHANGHAI-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd July, 1901. [757c]

NOTICE TO CONSIGNNEES.

FROM NEW YORK, STRAITS AND
MANILA.

THE Steamship.

"CELESTE"

Captain Davies, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 27th instant will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

SHANGHAI-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd July, 1901. [757c]

NOTICE TO CONSIGNNEES.

FROM NEW YORK, STRAITS AND
MANILA.

THE Steamship.

"WILDFIELD & SWIRE"

Captain Davies, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 27th instant will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

SHANGHAI-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd July, 1901. [757c]

NOTICE TO CONSIGNNEES.

FROM NEW YORK, STRAITS AND
MANILA.

THE Steamship.

"SUNGKIAN,"

Captain Davies, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 27th instant will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

SHANGHAI-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd July, 1901. [757c]

NOTICE TO CONSIGNNEES.

FROM NEW YORK, STRAITS AND
MANILA.

THE Steamship.

"TAISHAN,"

Captain Davies, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining<br